



*"Serving Oregon Wheat Producers since 1926"*

217223

January 20, 2003

U.S. Department of Transportation  
Dockets Management Facility, Rm PL-401  
400 Seventh Street, SW  
Washington, DC 20590-0001

DEPT. OF TRANSPORTATION  
03 JAN 30 PM 4:21

RE: FMCSA Docket No. FMCSA-2002-13295 - 106

To Whom it May Concern:

The purpose of this letter is to speak in favor of the two-year renewable exemption filed by the Oregon Department of Transportation which was subsequently filed in the Federal Register for comment in December, 2002.

In a letter written by US Department of Transportation Secretary Mineta to Oregon Senator Ron Wyden on April 17, 2002, the Secretary encouraged ODOT to apply for this exemption. It was at the Senator's urging, ODOT filed the exemption referenced herein.

The Oregon Wheat Growers League is a member association representing nearly 2,000 members who farm in the State of Oregon. It is estimated approximately 1,500 additional wheat producers who chose not to belong to the association, but provide support through their assessment check-off dollars will benefit from this exemption as well. A total positive impact just to the wheat industry of 3,500 producers.

The Executive Committee of the Commercial Vehicle Safety Alliance (CVSA), national safety advisor to USDOT, voted to endorse and support Oregon's request for this exemption.

If the request is not approved, Oregon will lose approximately 25,000 truck inspections conducted annually by local law enforcement MCSAP subcontractors. All inspections performed as a result of probable cause traffic stops on highway will cease. Special operations like hours of service checks and OSP's Operation Trucker Check will require alternate funding sources. Education and public outreach programs will need alternate sources of funding.

Most of the farm trucks used in Oregon are small 10,000 lb single axle trucks. Farm trucks are usually serviced at least once a year by the farmers, and used for limited periods during the year (usually a few weeks) to transport crops from field to market—usually a processing or storage facility. Most of the farm trucks transporting products from field to market are traveling on rural secondary roads, not interstate highways. Farm trucks generally traveling on rural roads during harvest are traveling at slow speeds, especially when loaded. Through court interpretation, most of Oregon's farm products could be classified as being hauled in interstate commerce, with the possible exception of those products fully processed in Oregon.

Please feel free to contact me if I can be of further assistance in your decision making process.

Sincerely,

Brad Anderson, Secretary/Treasurer  
OREGON WHEAT GROWERS LEAGUE



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Sincerely,

A handwritten signature in cursive script that reads "Phillip Zurbrick".

Phillip Zurbrick, Immediate Past President  
OREGON WHEAT GROWERS LEAGUE



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Sincerely,

A handwritten signature in cursive script that reads "Ken Klinger".

Ken Klinger, Morrow County President  
OREGON WHEAT GROWERS LEAGUE